

## THE MONETT TIMES

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CASH.

### STATE ENGINEERS REPORT.

Concluded.

The only way I know whereby to prevent bad washing in the side ditches is to fill with brush (the brush or top end down stream) and hold them down with rock—else fill with rock alone, or by a series of rock dams. In which case, if there is a tendency for the water to cut into the roadbed at the side of the fill or dam, that side and portion of the roadbed will have to be roughly rip-rapped.

In the low piece of road, and what I believe is the McCormick road, it is best to fill the width of the road to the desired height with field rock. When they have become pounded and settled into place cover them with 5 or 6 inches of creek gravel.

A dangerous condition exists at the drain near the Short (Shadd) property where a deep gully is being cut across the road at the outlet of the tile culvert. Extend the culvert further out and fill with heavy (not small) field stone, giving the rock fill a good slope outward.

The roadbed on the Wornington road at Capps creek is nothing more than a creek bed. The best and cheapest way out of it is to put the road on higher ground on the south side of the hedge row. Do not cut away the hedge but cut drains through it from the road in to the present roadbed.

In my opinion it is useless to attack the Murray Hill until you can spend \$1,500 on it. Construct a good culvert at the west slope and take the excavated material into lower ground. Do not cut down the first hill west of it but put in a second culvert at the next drain then pull the next hill, that west of the second drain, down outwardly over this second culvert. For this second hill add another \$500. In fact, it will require \$3,000 to put this entire mile of road into good condition.

My ideas were asked regarding the double ford on the south of town near the ball park. I would build the same kind of structure at each ford, namely, a steel and concrete structure. On the road to the east a 20-foot span, steel beams with concrete floor on concrete abutments.

On the road to the south where the two creeks intersect a steel truss with concrete floor, intermediate steel bents on concrete pedestals and with concrete abutments. Make it in five bents of 20 feet each. Place the flooring of each bridge on a level with the road East of the

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ford or about 10 feet above the bed of the stream.

This nature of design is plain, economical and lasting. They can be constructed with and for a plank flooring, thus lessening the first cost, and at a future time more beams and a concrete floor can be put on and thus in the end making a permanent structure of steel and concrete without expending the entire amount for the first cost.

The approximate cost of the 20 foot span in this design for a 15 foot roadway with plank flooring is \$600 and with concrete floor is \$700. Or the 100 foot span \$1,000 and \$2,000 respectively. The enclosed plan will serve to illustrate the style of bridge in which a design can be made to suit the local conditions.

The Wightman road is a good road. It could be made more pleasant for travel if the loose rocks were kept out of the roadway in some places and also the drag could be used to advantage on it.

This road is a fair example of the maintenance upon Missouri roads. We are woefully lacking in maintenance, the people never seem to realize that any road needs maintenance. It is as important as building and while the district funds are being expended for constructing it would seem that the people along a road would have enough pride and public spirit to maintain their road once it is made while the district is making another road. The drag is a maintenance tool, the best known for maintaining earth roads, and can be used to great advantage in some places in your district. You have road that will be greatly improved by simply removing the loose stone from the traveled roadway. The commissioners cannot possibly make all the roads of the district at one time and it would be no more than justice for those who first have their road completed to maintain it while the other roads are being built.

I further noticed a few instances where farmers had left obstructions in the ditches and drains. One place where heavy weeds had been thrown from the farm over in the right-of-way. I often wonder why such people don't throw the same kind of material over onto their neighbor's property—they have just as much moral and legal right to do so. Or what they would think if the road officials should cut weeds and brush in the right-of-way and throw them over onto the farmer's field—they have the same right to do so as the farmer has to reverse the situation.

It costs money to make and maintain roads but they are worth it, no matter what the cost, and everyone should be willing to give a just proportion. The man who fights road improvement is not only fighting his own interests but that of his neighbor, his community, and state. He is a poor citizen and the state would be better off without him.

Hoping that you will bear in mind that the State Highway Department is at your command and again commending you for the good work you are doing, I remain,  
Yours truly,  
CURTIS HILL,  
State Highway Engineer.

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### Stockholders Meeting.

Notice is hereby given that a meeting of the stock holders of the Elks Investment Company, incorporated, is hereby called to meet in the directors' room of the First National Bank of Monett, Mo., at eight o'clock p. m. on Thursday the 14th day of Oct., 1909, the object and purpose of said meeting is to determine whether or not the company shall issue bonds to the amount of seven thousand dollars, and to procure the consent of said stockholders to said bond issue, and to transact any other business properly coming before said meeting of stockholders.

Elks Investment Company.  
By S. A. Chapell,  
President.

Attest: C. W. Copeland,  
Secretary.

### Trustee's Sale

Whereas, Addison I. Patterson and Sarah Patterson, his wife, by their certain deed of trust, dated November 14th, 1907, and recorded on the 24th day of January, 1908, in the Recorder's office in and for Barry County and State of Missouri, in Book 40, at Page 598, conveyed to Robert Johnston, as trustee, the following described real estate, lying and being in the County of Barry, and State of Missouri, to wit: Lot numbered Sixteen (16) and the west half of Lot numbered Seventeen (17), in Block numbered Two (2) in Scammon's Addition to the Town of Monett, to secure the payment of one promissory note in said deed of trust described, and whereas default has been made in the payment of said note and the interest thereon. [Now, therefore, at the request of the legal holder of said note, I will on Thursday, September 30th, 1909, under the powers in me vested by said conveyance, at the Court House Door, in the Town of Cassville, County of Barry and State of Missouri, proceed to sell the above described property at public vendue, to the highest bidder for cash between the hours of 9 o'clock a. m. and 5 o'clock p. m. for the purpose of satisfying said note and the costs and expense of executing said trust.

ROBERT JOHNSTON, Trustee,  
MAYHEW & SATER,  
Attorneys for Beneficiary.  
First insertion Sept. 10, 1909, 15

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